

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.12**DAILY PROJECT JOURNAL****Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Report No:** DPJ-000703**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 06-Mar-2008**Location:** Changxing Island, Shanghai, China

Submittals(New / Total): **CWR's:** / **HSR's:** / **NCR's:** /

Item	Title	Detail
1	Major component movement	<p>OBG Production:</p> <p>Fitting and welding T-stiffeners to side plates, Performing Critical Weld Repairs on T-stiffeners, Fitting and welding stiffeners to floor beams, Machining, beveling and bending closed-ribs, Fitting closed-ribs to deck panels, ZPMC performed closed-rib welding on 1 PMT for Gantry 1, and DP041-001 and DP066-001. No welding was performed with Gantry 2.</p> <p>Tower Production:</p> <p>Cutting Skin Plates Heat straightening diaphragm plates, Beveling diaphragm plates for splice welding.</p> <p>77m Tower Mock-up: Additional cracks found during MT testing.</p> <p>89m Tower Mock-up: Performing Critical Weld Repairs.</p> <p>114m Tower Mock-up: Installing bolts in the splice connection.</p>
2	Meetings attended	<p>Caltrans met with ABF and ZPMC at 1300 to discuss issues related to fabrication:</p> <p>Caltrans asked about the UT reports given to Caltrans by ABF regarding the PMT tests. The UT reports only list the production panel number and do not specify whether the testing applied to a PMT or the actual panel. ZPMC asked if they need to correct these reports. ZPMC indicated they do not intend to submit these in the Weekly Welding Report. Caltrans asked how these would be submitted. ZPMC does not believe they are required to be</p>

DAILY PROJECT JOURNAL

(Continued Page 2 of 2)

submitted. ABF Fabrication Manager David Williams stated that these should be submitted as part of the permanent record and would look into the method of which they are submitted.

Caltrans brought up an issue observed by QA regarding straightening of a stiffener on Floor Beam FB-026-01, where the localized area of distortion was 10mm in a 390mm long area. ZPMC corrected this with an internal HSR (no Caltrans approval required), based upon the length of stiffener (9.3m) which would allow them to correct up to 54mm of distortion (based upon 6/1000 allowance in the Special Provisions). Caltrans stated that the 6/1000 allowance for heat straightening without the Engineers approval should be applied to the localized area, not the overall length. Mr. Williams stated that he was in agreement with Caltrans and would address this issued with ZPMC. Mr. Williams also agreed that this issue had been discussed numerous times before and explained in meetings during the WQCP revision process.

Caltrans discussed the current notification process being used to notify Caltrans when members are ready for QA inspection or QC is performing NDT. This procedure consists of notes on 1" x 1" Post-it notes being given to the inspectors. Caltrans is requesting a TL-38 be filled out to communicate this. ABF and ZPMC feels this would be excessive and proposed to show us the method they use to communicate this information internally to see if this would meet the need for clear scheduling and communication.

3	Other important observations	Based upon discussions in the Owner's Meeting, QA selected macro-etch samples from the PMT tests that did not meet the penetration requirements by UT.
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Inspected By:	McClary, David	Quality Assurance Inspector
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Reviewed By:	Lowry, Patrick	QA Reviewer
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